

Commercial.

THIS DAY.

Business is still very quiet in the Share Market. Banks are slightly weaker with sellers at 187 per cent. premium, for cash. China Traders' have fallen to \$2,550 per share without leading to business. Canton Insurances have been dealt in at the reduced rate of 105 per share, and left off with buyers at that figure. A few Docks are offering at quotation. China Sugars are weaker with sellers at 151. Other stocks remain as per annexed list.

4 o'clock p.m.

We have no further transactions to report since noon. Banks are rather firmer, and there are now buyers at 187 per cent. premium for cash, and 189 for the end of the month. China Sugars have come down another point without leading to business. Nothing else requires special mention.

SHARES.

Hongkong and Shanghai Bank—\$1,000 per cent. premium, buyers. Union Insurance Society of Canton—\$2,550 per share, sellers. China Traders' Insurance Company—\$2,550 per share, sellers. North China Insurance—Ts. 1,350 per share, sellers. Canton Insurance Company, Limited—\$105 per share, sales and buyers. Yangtze Insurance Association—Ts. 1,050 per share. Chinese Insurance Company—\$220 per share, sellers. On Tai Insurance Company, Limited—Ts. 150 per share. Hongkong Fire Insurance Company—\$340 per share, buyers. China Fire Insurance Company—\$370 per share. Hongkong and Whampoa Dock Company—57 per cent. premium, sellers. Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium. China and Manila Steam Ship Company—120 per share. Hongkong Gas Company—\$80 per share. Hongkong Hotel Company—\$175 per share. Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers. China Sugar Refining Company, Limited—\$150 per share, sellers. China Sugar Refining Company (Debentures)—2 per cent. premium. Luxon Sugar Refining Company, Limited—\$80 per share, sellers. Hongkong Ice Company—\$160 per share, sellers. Hongkong and China Bakery Company, Limited—\$80 per share, buyers. Chinese Imperial Loan of 1878—1 per cent. prem. ex. int. Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T.3/8 Bank Bills, on demand3/8 Bank Bills, at 30 days' sight3/8 Bank Bills, at 4 months' sight3/8 Credits, at 4 months' sight3/8 Documentary Bills, at 4 months' sight3/8 @ 3/8

ON PARIS.—Bank Bills, on demand4/2 Credits, at 4 months' sight4/2

ON HAMBURG.—Bank, T. T.22/4

ON CALCUTTA.—Bank, T. T.22/4

ON SHANGHAI.—Bank, sight7/8 Private, 30 days' sight7/8

OPIUM MARKET.—THIS DAY.

NEW MALWAper picul, \$535 (Allowance, Taels 12.)

OLD MALWAper picul, \$375 (Allowance, Taels 16.)

NEW PATNA, high touch (without choice) per chest\$595

NEW PATNA, high touch (first choice) per chest\$597

NEW PATNA, high touch (bottom) per chest\$600

NEW PATNA, high touch (second choice) per chest\$592

NEW PATNA, low touch (without choice) per chest\$594

NEW PATNA, low touch (first choice) per chest\$595

NEW PATNA, low touch (bottom) per chest\$597

NEW PATNA, low touch (second choice) per chest\$590

NEW BENARES, high touch (without choice) per chest\$560

NEW BENARES, high touch (bottom) per chest\$562

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

	HONG-KONG	AMOY	SHANGHAI	MANILA
Barometer	30.03	29.98	29.80	29.58
Thermometer	81.0	81.0	81.0	80.5
Direction of Wind	N	NE	NE	NE
Force	5	4	3	3
Dry Thermometer	84.0	83.8	83.0	82.0
Wet Thermometer	79.0	78.0	77.0	76.0
Weather	Cloudy	Cloudy	Cloudy	Cloudy
Hour's Rain	—	—	—	—
Quantity fallen	—	0.10	0.10	—

Barometer, level of the sea in inches, ten and hundredths.—Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., E., E.N.E., etc.—Force of Wind, 1 to 3, light breeze; 3 to 5 moderate; 5 to 7, fresh; 7 to 9, strong; 9 to 12, very violent.—State of Weather, 1. Calm blue sky, 2. Cloudy, 3. Drizzling, 4. Foggy, 5. Rainy, 6. Light drizzling, 7. Misty, 8. Overcast, 9. Rainy shower, 10. Rain, 11. Hail, 12. Snowy, 13. Thunder, 14. Wind, 15. Hail and rain, 16. Thunder and rain, 17. Hail, 18. Wind, 19. Thunder, 20. Hail, 21. Wind, 22. Thunder, 23. Hail, 24. Wind, 25. Thunder, 26. Hail, 27. Wind, 28. Thunder, 29. Hail, 30. Wind, 31. Thunder, 32. Hail, 33. Wind, 34. Thunder, 35. Hail, 36. Wind, 37. Thunder, 38. Hail, 39. Wind, 40. Thunder, 41. Hail, 42. Wind, 43. Thunder, 44. Hail, 45. Wind, 46. Thunder, 47. Hail, 48. Wind, 49. Thunder, 50. Hail, 51. Wind, 52. Thunder, 53. Hail, 54. Wind, 55. 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THE BRITISH BARQUE "EARL OF ELGIN" DISMASTED AND WATERLOGGED.

NEWS BY THE AMERICAN MAIL.

The subjoined telegrams were crowded out on Saturday:

The British barque *Earl of Elgin* was towed into Woosung yesterday evening (August 28th), waterlogged and dismasted, having been disabled in the late typhoon. She is owned by Mr. Jas. Simpson of Messrs. Farmah & Co., other partners of that firm having also a share in her, and she was on a voyage from Port Townsend, Washington Territory, U.S., with a cargo of Oregon pine for that firm. She was built in Quebec in 1852, and for the past eight years has been under the command of Captain Morrison. Her register tonnage is 770. She left Port Townsend on the 17th June, with a full cargo of timber, including a deck load. The timber consisted of pine logs measuring 24 in. by 24 in., and 115 feet in length, and logs of smaller sizes, down to 2 in. boards. The crew consisted of 18 Japanese sailors, and the chief officer, Mr. Ashton, second officer, Mr. Coode, and the Captain, were the only Europeans on board. She had fine weather and made a quick passage up to the 22nd inst., when she had just passed through a channel between some of the Loochow Islands, and the Captain was congratulating himself on the prospect of reaching Shanghai after a splendid passage, to meet his wife and family here who recently arrived by mail steamer from America. The hurricane encountered from the 22nd to the 25th instant, however, made a complete wreck of the *Earl of Elgin*, and had it not been for her cargo of timber she would have gone to the bottom.

The steam launch *Nora*, belonging to Messrs. Farmah & Co., went down this afternoon to where the water-logged vessel is anchored, outside the Red Buoy, having on board Mr. Jas. Simpson, the owner of the barque, Captain Morrison, Pilot Brum, and two reporters. The *Nora*, the handsomest steam-launch on the river, left the Old Dock about 1:30 and returned at 6 p.m.; and after allowing for the time spent on board the water-logged vessel, she made the trip at an average speed of 13 miles an hour. Our reporter went on board the *Earl of Elgin*, and obtained the following extracts from the ship's log, kept by Mr. Ashton, the chief officer:

"June 17th, left Cape Flattery. Passed to the northward of the Sandwich Islands, and kept in latitude 26 N., experiencing fine weather throughout the passage until within the last few days. On the 20th August sighted Yerabu, one of the Loochow Islands, and passed through the channel that evening. On the 21st, at noon, the wind was from N.E., a strong breeze and squally, freshening all the time; in the afternoon it increased to gale, wind still N.E.; course N.W. At 4 p.m. broke gale and squally. Long. 127° E. Bar. 29.86. At midnight, hard gale and high sea; the ship labouring very heavily; wind still from N.E., at 6 p.m. shifted lower topsail. At 8 a.m. on the 22nd, blowing a hurricane from the Eastward; the ship constantly covered with water and labouring very much; lying to under lar. clew of the main-topsail. At 10 a.m., bar. 29.60. Shipped a succession of heavy seas, which carried away the lee bulwarks, started the deck-load, and washed many pieces overboard. At noon, a hurricane with blinding rain. The crew were at the pumps, but were unable to clear the ship of water. At 4 p.m. wind still from Eastward; bar. 29.50, the lowest reading. Shipped a heavy sea which carried away the lee side of the poop. At midnight, hurricane still blowing; bar. 29.50, and fierce squalls. Found the ship to be full of water; crew unable to work the pumps. On Thursday morning, the 23rd, wind E., ship lying to under bare poles on the starboard tack; hurricane still blowing; terrific seas making a clean breach over the ship fore and aft. Upon finding the vessel waterlogged and having heavy list to port, endeavoured to wear ship, and tried to get the rest of the deck-load off. The ship refused to wear, and came to again on the starboard tack. After cutting the lashing of the deck-load, all the deck-load on the port side floated off, carrying away the main rigging, bulwarks, and both forward boats. At 4 a.m. the hurricane still blowing with unabated fury from the East, and the ship completely at the mercy of the elements. By this time all the cabins under the poop, as well the forecastle, were gutted, and the crew were brought aft to the poop. A small quantity of biscuits and some water were collected, and for security the ship's papers were lashed in the mizen top. Bar. 29.60. Throughout the rest of the day, all hands were on the poop at the only place of refuge. The two remaining boats were got ready and provisions put in them. The sails were blowing amidst, and the crew were unable to save them. At midnight, hurricane still blowing. Bar. 29.70; wind still E.; and all hands on the poop. The deck started up, and the beams began to part. At 8 a.m. there was a cessation of squalls, and the bar rose to 29.80, and evidently there was a break in the weather. At noon the hurricane abated, but there was still a fierce gale with heavy rain. We made a successful attempt to get the ship before the wind and steered a course for the Suddies, setting lower topsail; but the ship started with difficulty. At 4 p.m. hard gale and high sea; crew all at working orders. By going to the mizen top, a sighting for chronometer was obtained, and found the ship to be in long. 125° 36' E. From 8 p.m. to midnight, moderate gale, squally, with high sea. On the 25th August, the day began with a moderate gale, squally weather; ship under lower topsail, steering for the Suddies. At 2 a.m. the main-mast which had been in a precarious condition since the rigging was carried away by the deck-load, went by the board; taking with it the mizen topmast. All hands engaged in clearing away the wreckage, and by 6 a.m. had cut it adrift. Set fore-and upper foretopsail; and kept the ship before the wind. Afterwards had moderate breeze, and sea going down. August 26th, moderate breeze; at daylight sighted Barren Islands, S.W. Set foretopgallant sail and outer jib; crew employed in getting cable cleared and anchor ready. At noon on the 26th sighted the East Saddle Island, W.S.W. moderate breeze throughout the day. At night, burned torches for a pilot. At 5 a.m. on Monday, the 27th, the steamer *Rocket*, Captain Roberts, came alongside, and also pilot-boat No. 7 and Mr. Brunn, pilot, came on board. At 8:30 p.m. on the 27th, anchored outside Woosung.

A full description of the condition of the water-logged vessel will be given in to-morrow's paper. When waterlight she was drawing 21 feet forward, and 23 aft; but now she draws 24 forward and 46 aft.

Captain Morrison deserves great praise for being able to bring the waterlogged vessel to pilotage ground, without any loss of life or injury to any of the crew. —*Shanghai Courier*.

HONGKONG TEMPERATURE.

From Messrs. FALCONER & Co's Bureau:

Yesterday, 10 a.m. 78° F. 76° C.

Thermometer 1 P.M. 78° F. 76° C.

Thermometer 4 P.M. 78° F. 76° C.

Thermometer 7 P.M. (Wet bulb) 75° F. 74° C.

Thermometer 10 P.M. 75° F. 74° C.

Barometer 1 A.M. 30.06 in. 1000.00 mb.

Barometer 4 A.M. 30.06 in. 1000.00 mb.

Barometer 7 P.M. 30.06 in. 1000.00 mb.

Barometer 10 P.M. 30.06 in. 1000.00 mb.

Thermometer 12 M. 75° F. 74° C.

Thermometer 12 M. (Wet bulb) 75° F. 74° C.

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Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3]

BIRTH.

On the 3rd instant, at No. 19, Caine Road, [681]
the wife of H. L. DENNIS, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 4, 1883.

SPORTING GOSSIP.

Coming events cast their shadows before. Our long and trying summer is now on the wane and as usual during the autumn in the Far East a young man's fancy, as Tennyson expresses it, lightly turns to thoughts of sport. The sporting reporters of the Shanghai newspapers have recently been busy interviewing mobs of griffins lately arrived from the wilds of Mongolia, discussing the prospective merits and demerits of the future heroes of the local turf, detailing auctions of racing stock, briefly reviewing the preliminary work on the race-track, and innumerable in no measured terms the wretched decoction, yclept coffee, supplied to the early birds at the Race Stand. In Hongkong, votaries of the trigger are cleaning and furnishing up their fowling pieces and planning numberless weekly excursions to Castle Peak, Deep Bay, Macao and other well-known and easily accessible shooting grounds; exponents of the many game are getting up their biceps and fondly anticipating no end of "centuries" and "hat-tricks" when Greek meets Greek on the tented field; lawn-tennis "cracks," both men and maidens, are making ready for the healthful and exciting pastime with the soft ball; rowing and boating men are again on the warpath, whilst the racing fraternity are displaying much anxiety to learn what has been decided about the promised Autumn Sky Meeting.

When the first meeting in connection with the "Sky Races"—I may here mention that "Sky Races" is the term used in India for a meeting confined to horses or ponies belonging to residents of a certain station or district—was held at the Hongkong Club several months ago, the only definite conclusion arrived at was that the races should be held; but it was understood that another meeting of supporters of racing would be held at the end of August to arrange preliminaries. I understand that during my absence in Haiphong about three weeks ago some sort of a meeting was actually held; but as it was not publicly announced and was apparently held with closed doors, it was likely enough a private affair. At all events I know nothing of what transpired on the occasion. However, on the 24th ultimo in reply to my inquiries the Clerk of the Course informed me that he "hoped in a few days to issue a preliminary programme for the "Sky" meeting to take place about the end of October next." The preliminary programme has not yet been issued; but doubtless it will shortly be announced.

I had a canter round the race course last evening, and I observe that Mr. Tripp has got the steeplechase track in good order, with all the jumps built up, and everything ready for actual business. One does not like to commence the campaign by fault-finding, especially when so many practical improvements have to be credited to the present C. C., but the flights of bamboo hurdles erected are altogether unsuitable for the purpose intended. They are easily enough negotiated, but should a pony happen to blunder, or even to strike the top of the hurdle, a serious accident would inevitably follow, as the bamboo fence is as unyielding as if it were made of iron. Wooden hurdles, specially constructed for the purpose, can be easily procured at a cost of a few dollars, and they should be erected so that a pony hitting them they will easily give way, and thus avoid or at least minimise accidents. There are several other alterations in the steeplechase course to which I will allude at another time—requiring attention. Both the race course and training track will afford capital going this ensuing season; owing to recent heavy rains the turf is of course rather "holding" just now, but it will be found to have been vastly improved by the attention paid to it during the summer months.

I presume that the "Sky Races" will actually take place about the end of October, and so far as I can see there is every reason to anticipate a capital afternoon's sport. The excellent youth who, under the nom de plume "Banian," contributes a weekly hash-up to the feeble columns of the colourless morning paper, and whose vast fund of knowledge and information on all sorts

of abstruse subjects, from the hidden mysteries of the bedchamber to the intricacies of politics, (which includes everything on earth worth knowing) would have astonished the Admirable Crichton, as it has asundered the community of Hongkong—has, as a matter of course, something to say about this sporting subject. This is what he says:—"I hear that the "Sky" meeting is to be allowed to drop and that a meeting of the committee has been held to settle a programme. What the exact programme will be I do not know, but I believe that we shall find that we are to have only one instead of two afternoons' amusement and that the programme will comprise foot races as well as pony races. There is, I believe, to be a certain amount of fun introduced in some of the events, and a chair-race, which I hope is to be one item, should be amusing. I am sorry that our talk about Autumn Meeting is to be so much of its glory; but I suppose that our worthy C. C. and the gentlemen of the Committee have been forced to reduce its proportions owing to the lack of racing ponies in the colony. When the idea was first mooted, and it was agreed that a "sky" meeting should be held, the operations in Tonquin did not occur to anyone's mind as being likely to interfere in any way with our racing, but, as it is, the ponies which should have now been trotting round the track in the Happy Valley are dragging the French guns in the not invariably successful sorties."

It may be that "Banian" is in the confidence of the committee—"by the way, it would be interesting to know who are the committee, when and by whom they were elected, &c., &c.—and is inspired in his utterances. Foot racing is a most excellent pastime in its proper place, but that proper place is not on the programme of even an impromptu-race-meeting. The "chair" might be amusing to no end to the "natives" of the "Banian" stamp, but I should imagine

that even the eccentric wire-pullers of Hongkong racing would think twice before degrading an honored pastime by introducing any such ridiculous buffoonery. There are plenty sportsmen in Hongkong and a sufficient number of ponies to provide an interesting afternoon's sport without the introduction of foot-racing or other athletic sports. The paragraph quoted above, taken in its entirety, is simply arrant "rot." The operations in Tonquin have interfered with the proposed Autumn Meeting to the same extent as the celebrated flood in Noah's time—neither more nor less. Not a single pony that was at all likely to figure on the racecourse has been sent to Tonquin. One well known owner of race-ponies sent a string of ten down to Haiphong, the whole of which were track, utterly useless for racing purposes in any company. There are as many ponies in the colony to-day, probable candidates for honour at the Sky Races, as there were when the project was first mooted. "Banian" would do well to make sure of his facts in future, before writing senseless and misleading twaddle of the kind above quoted.

A REGULAR Lodge of Zetland, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely.

THE New Orleans *Picayune* says that as soon as a politician decides that he will sell his influence he suddenly finds out that he has nothing of the kind to sell.

A REGULAR Lodge of United Service, No. 1341, will be held in Freemasons' Hall, Zetland Street, on Saturday evening next, the 8th instant, at 7.30 for 8 o'clock precisely.

We note that the family of His Excellency Chang Shu-seng, Viceroy of the Two Kwanghs, have arranged to journey from Shanghai to Canton in the China Merchants Company's steamship *Hwai-yuen*.

A WISCONSIN thief demolished the corner-stone of a church to get \$2.50 which he knew was hidden therein. To avoid tempting the cupidity of such fellows, nothing more valuable than old newspapers of the *Anastas* type should be put in corner-stones.

The New York *Commercial* says that five Chinamen who are under arrest in Paterson for assault have each given different names every time they have been called upon by the Court. This is the Celestial idea of humor: "Melican man make fun." No goodie. "Chinaman change name all the time. Makee Judge mad like debbil. Heap fun."

A NATIVE writes to the *Mercury* to the effect that the cotton crop, which is the staple product of Shanghai and neighbourhood, has suffered severely during the late storm. The correspondent says:—Each plant generally bears five or six pods, but at present only one or two; it appears the crop will be very bad, should the weather not be continually fair, some days to come.

A CORRESPONDENT writes on August 27th from Tientsin to the *Shanghai Courier* as follows:—A heavy gale was experienced here on Saturday and Sunday last. The wind was blowing hard from all points of the compass, and the rain came down in torrents. The country around is completely flooded and the Chinese have suffered considerably. Very little damage was done to the foreign settlement.

SAYS the *Shanghai Courier* of the 29th ulto:—Yesterday, the C. M. S. N. Co.'s steamer *Yeh-shin* and *Fuyew* were lying off the forts at Woosung, embarking soldiers. This morning and late this afternoon, several hundred boats of all shapes and sizes, with soldiers on board, passed through the Soochow Creek on their way to Woosung. They are the 2,000 Human braves despatched by Tao Tsung-fang.

ERICSSON is trying to prove with his new torpedo-boat that the millions appropriated for building iron-clads will be wasted. If his idea is correct nothing could stand in a contest with the *Destroyer*. The strongest iron-clad in the world would be crippled in ten minutes. In short, it seems that no defence but earth works, which can be raised in a few hours, would be of any avail against the weapons of modern warfare.

The war-note has also been sounded for the Hongkong Spring Meeting, by the circulation of the Subscription Griffin list. At the end of last week 29 ponies had been subscribed for, which is considerably in excess of the number brought down last year. I understand that a gentleman in Shanghai has undertaken to supply ponies to cover the six furlongs, with a light weight up, in 1.42—1.43 tael, 75, first cost. There ought to be no difficulty in managing this as 75 taels is a fair price for a griffin in the rough, and any pony that gallops at all can easily do his three-quarters of a mile in 1.42. There is one very serious objection to the principle of giving the subscription griffins a trial in Shanghai: that it is crammed full of the dropped h's of the nation.

celence would in any way discount the interest in the races, but the uncertainty that such super-excellence would be sent to Hongkong. To make my meaning quite plain I ask the question—if the gentleman who is supplying the ponies should happen to accidentally light across a "flyer," capable say of 1.42, is he supposed to send this animal down to Hongkong with the rest of the mob? If not, the old system of buying the ponies at auction and sending them down untried, is fairer to the subscribers and far more sportsmanlike. There are doubtless many persons who would gladly undertake to supply a given number of griffins for the Hongkong subscribers at a far lower figure than taels 75, first cost, guaranteeing a much better time test than 1.42, or the understanding that they could retain any equine wonder they might accidentally discover amongst their purchases. All these points have likely enough been considered and satisfactorily arranged by those in charge of the business; however, as they occurred to me in dealing with the subject I have hastily jotted them down.

AN OLD SPORTSMAN.
Hongkong, 4th September, 1883.

TELEGRAMS.

LONDON, September 1st.
A CONSERVATIVE VICTORY.

Mr. James Lowther, a Conservative candidate, has been elected by a large majority for Rutland.

EUROPEAN POLITICS.

Prince Bismarck and Count Kahrsky have had protracted interviews at Salzburg.

THE CHOLERA IN EGYPT.

The total mortality from cholera in Egypt is estimated at 27,250. That of the British troops 40.

LOCAL AND GENERAL.

THE powder magazine at Batavia, Java, has been lately burned and a quantity of war material destroyed.

THE message of the President of Chile on the subject of peace with Iglesias is bitterly denounced in Bolivia.

IN 1840 it was stated by Harriet Martineau that there were seven occupations open to women in Massachusetts; now there are 284.

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LUCY Stone hopes for the ultimate success of woman suffrage in England.

We understand that damages to the amount of \$15,000 is jointly claimed on behalf of the Chinese owners of the two junks run down by the *Sumatra* yesterday.

THE BRITISH steamer *Phra Chula Chom Kla* left the Kowloon dock this morning, and the German steamer *Anton* will go over to the Cosmopolitan to-morrow.

KRAEWICK, the Polish author, who was arrested on the charge of being connected with the conspiracy in Russian and Prussian Poland, has been found guilty and sentenced to two years' imprisonment.

THE French flagship *Victorieuse* and the gun-vessel *Lutin* left the harbour this morning for a cruise, and a spell of target practice. They will be absent for two days and will anchor at Junk Bay during the night.

With a population of nearly 5,000,000, and with over 700,000 houses, London finds that an allowance of two policemen every 1,000 inhabitants, or 14 to every 1,000 houses, is sufficient to maintain law and order.

THE C. M. S. N. Co.'s steamers *Kung-hai* and *Hwai-yuen* arrived here this morning from Shanghai en route for Canton, the former having 850 and the latter 450 Chinese troops on board. Both vessels only remained here a few hours.

THE principal product of this colony, sugar, appears likely to find a very large market on the American continent. We note from our San Francisco files that a good deal of the China sugar recently received at that port was shipped in bulk to British Columbia.

SCENE—Workshop in Union street. Two girls are discussing the approaching picnic: Jeanie—"I say, Janet, are ye gau-tac ha'e a lad at the picnic?" Janet—"Ay im a', but a'din ken who's the lad's lad's tak. An'e of them's no lang over frae Ireland, an' he speaks awfu' Irish." Jeanie—"An' wha's yer ther lad?" Janet—"Oh, he's a fiddler in the Salvation Army, but a'wid has the pay his fare." Jeanie—"Weel, a'widna ha'e him."—*Glasgow Ballad*.

WHEN Marwood, the English executioner, was about to leave Ireland, a few weeks ago, one of the policemen who accompanied him as a protector began to joke with him about his profession.

Marwood bore the attacks very calmly for awhile, and when asked if he had a son, replied quietly that he had, whereupon he was asked if he intended to put him into his own line of business. "Well," said Marwood, with a keen look and a sly twinkle in his eye, "if he's a good boy I will; but if he turns out a blackguard, I'll make an Irish policeman of him."

THE following telegram was forwarded to us by the Harbour Master last night:

"A typhoon is raging to the E.S.E. of Manila, and it will likely cross over the island by tomorrow with its centre probably between latitude 16° and 17° W. It is impossible to the present to ascertain its true direction, which seems, however, to be N.W."

This morning an additional message was received to the effect that—

"The typhoon announced yesterday entered the islands through a lower latitude of 14° N., and is travelling to the west."

THE new French law on religious and civil marriage provides that the last wishes of every individual as to ceremonies shall be fully respected. If the intention is disputed, the decision rests with the Courts. The last will or other written testimony is the only admissible evidence, and the Bench must decide in twenty-four hours. Any minister of religion who disobeys the order of a Court is liable to a year's imprisonment for the first offence and to five for the second, and it is to be presumed that those who unlawfully withhold religious rites will be visited with the same penalties.

THE following conversation is reported to have lately taken place between a minister and a widow, both of Aberdeen. The widow, who called upon the minister, seemed desirous of relieving her mind of something which oppressed her, at which the reverend gentleman, wishing to hurry matters, exclaimed: "My good woman, you see I can be of no service to you till you tell me what it is that troubles you." "Well, sir, I'm thinkin' of gettin' married again." "Oh, that is it! Let me see; that is pretty frequent—surely! How many husbands have you had?" "Well, sir," she replied in a tone less of sorrow, than of bitterness, "this is the fourth; I'm sure there's no wummin been so tormented wi' a set o' deevil men!"

THE story of the elopement of a Chinese count in San Francisco with a young British admiral gives a new turn to the old subject of miscegenation. The rule has been for the white woman to succumb to the Mongolian lover, but this is the case. The Celestial idea of humor: "Melican man make fun." No goodie. "Chinaman change name all the time. Makee Judge mad like debbil. Heap fun."

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